

113336028/GH:TS 5322.1
PATENT**Amendments to the Specification:**

Please replace paragraph [0001] with the following amended paragraph:

[0001] The invention relates generally to the operation and control of an Off highway vehicles (OHV) such as a railway locomotive. In particular, the invention relates to a system and method for controlling one or more operations of OHV as a function of a location of the OHV, a security authorization of an operator, an emission objective, or a remote control command.

Please replace paragraph [0029] with the following amended paragraph:

[0029] Control system 100 may be configured to override inputs or commands of an operator or as determined by control system logic to implement the remote control commands of remote locomotive control system 144. In another embodiment, remote control commands of remote locomotive control system 144 may be overridden by an operator or by control system 100. In such instances, an override may require an additional authorization by the operator, e.g., in an emergency. Remote control logic of remote locomotive control system 144 may include any logic or may be a remote control device operated by an yardman or railway worker who is located at a remote location from the locomotive such as in a control tower.

Please replace paragraph [0035] with the following amended paragraph:

[0035] In the case where the operator is authorized to motor locomotive 202, the operator may be enabled to motor locomotive 202 at notch levels 1, 2 or 3. However, if the operator attempts to increase throttle 120 to notch level 4, control system 100 would override the manual input of the operator and inhibit locomotive 202 from operating at notch level 4. Additionally, control system 100 may be configured to initiate alarm command 108 or report the occurrence as a[n] security alert condition if the operator attempts to deviate from the parameters and characteristics defined by the applicable operating profile.

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Please replace paragraph [0043] with the following amended paragraph:

[0043] Central security control system 140 or an attendant located at central security control system 140 may evaluate the received information and determine if the situation requires action. Central security control system 140 may initiate on its own or pursuant to instructions from the attendant the sending of a control command message to locomotive 202. Such a control command may limit or restrict one or more operations of locomotive 202. Additionally, central security control system 140 may serve as a report module and prompt locomotive 202 to provide additional information or data or to report again at a later timeframe. One example of a security alert condition is a locomotive operating outside of a programmed operating area. Control system 100 may monitor the location of locomotive 202 and compare the monitored location to one or more defined operating areas or boundaries. Locomotive 202 may be authorized to operate in a first and second operating areas. If control system 100 determines that locomotive 202 is operating outside of the first or second operating areas, say a third operating area (not shown) [3], or has passed a predefined boundary, control system 100 may determine that a security alert condition is present. Computer processor 102 may send an alert message or alarm to central security control system 140. The railway system operator or attendant of central security control system 14 may select to initiate a remote control command to place the engine to idle and apply independent air brakes or electronic parking brakes. The remote control command is communicated to control system 100 wherein computer processor 102 initiates a control command to engine control hardware 106 in response to the remote control command to place the engine to idle.